

Capital Budget

Table of Contents

Introduction 299

Capital Improvement Program (CIP) 301

Capital Budget Overview..... 303

Project Descriptions

 Airport 309

 Parks and Open Space 312

 Public Buildings and Facilities 316

 Stormwater 322

 Transportation 326

 Wastewater..... 331

Fund Descriptions..... 333

This page intentionally left blank

What is a Capital Project?

A capital project is defined as an activity that creates, improves, replaces, repairs, or maintains a capital asset and results in a permanent addition to the City's asset inventory. This is accomplished through one or more of the following actions:

- Rehabilitation, reconstruction or renovation of an existing facility to a condition which extends its useful life or increases its usefulness or capacity;
- Acquisition of property; and/or
- Construction of new facilities.

Capital assets include land, site improvements, parks, buildings, streets, bike paths, bridges, stormwater facilities, and wastewater systems. Certain types of equipment, such as the hardware attached to or purchased with the land or building, are also included. The purchase of vehicles is not typically considered a capital project.

Capital projects are generally large-scale endeavors in terms of cost, size and benefit to the community. They involve non-recurring expenditures or capital outlays from a variety of specifically identified funding sources and do not duplicate normal maintenance activities funded by the operating budget.

Rehabilitation and Preservation of Existing Capital Assets

As an asset ages, it requires preservation to protect or extend its useful life. If an asset is not preserved, it will deteriorate prematurely and its benefit to the community will be lost. In addition, reconstruction costs are frequently four to five times the cost of preservation and maintenance, particularly for street surfaces. As a result, the City's Capital Improvement Program (CIP) reflects the broad direction of the City Council as set forth in the *Financial Management Goals and Policies* to preserve existing capital assets before they fall into disrepair that leads to expensive rehabilitation or replacement.

The City currently preserves and maintains a wide variety of capital assets (including municipal buildings, infrastructure, land, and equipment) and leased facilities. Examples of facilities maintained by the City include:

Historic Buildings

- McNail Riley House
- Morse Ranch Museum
- Shelton-McMurphey-Johnson House

Municipal Airport

- Airfield pavement (8,564,000 square feet)

Public Buildings

- Atrium Building
- Community Centers (6)
- Cuthbert Amphitheater
- Hult Center
- Library Building
- Police Headquarters
- Lamb Cottage

Public Works

- Stormwater drainage lines (601 miles)
- Wastewater collection lines (821 miles)

Recreation Facilities

- Athletic fields (47)
- Jogging and Hiking Trails (44 miles)
- Laurelwood Golf Course
- Parks (4,677 acres of land owned or managed)
- Park equipment and structures
 - Playgrounds (52)
 - Swimming Pools (3)

Parking

- Downtown surface lots (4)
- Garages (8 downtown)

Transportation Infrastructure

- Alleys (43 miles)
- Bridges, overpasses and culverts (100)
- On/off street bike lanes/paths (233 miles)
- Sidewalks and pedestrian ways(792 miles)
- Street lights (9,529)
- Streets maintained (538 centerline miles of dedicated right-of-way)
- Traffic signals (241)
- Traffic signs (19,115)
- Street name signs (9,700)

Public Safety

- 911 Center
- Fire Stations (11)
- Police/Fire Training Facilities

New Capital Facilities and Capacity Enhancements

As the community's population expands, the need to provide safe and efficient capital facilities increases. New streets are necessary for public access and the delivery of goods and services to developing areas. In addition, wastewater and stormwater systems are necessary for the health, welfare, and safety of the community.

The increased need for additional capacity is reflected not only in the City's wastewater, stormwater, and road systems but in other areas as well, such as facilities for parks, recreational services, and emergency services.

Capital Improvement Program

The Capital Improvement Program (CIP) forecasts Eugene's capital needs over a six-year period based on various City-proposed long-range plans, goals and policies. The City updates the CIP every two years; FY16 is the first year of the current CIP.

Capital Improvement Program Goals

The goals of the CIP are to:

- Provide a balanced program for capital improvements given anticipated funding over a six-year planning period;
- Illustrate unmet capital needs based on anticipated funding levels; and
- Provide a plan for capital improvements which can be used in preparing the Capital Budget for the coming two fiscal years.

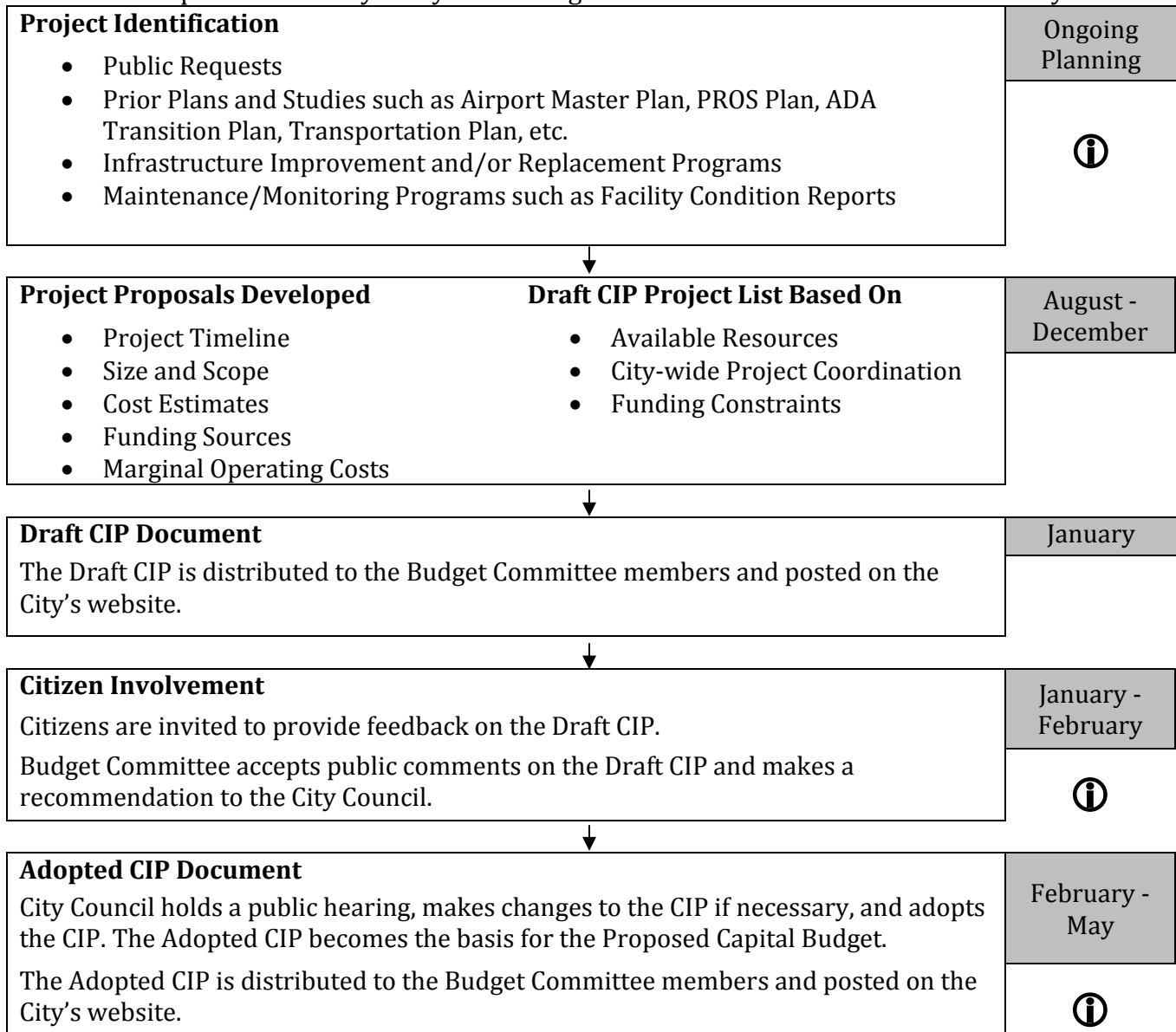
Qualifying Criteria

Capital projects must meet one or more of the following criteria to be included in the CIP:

1. Contribute to the development or implementation of Council-adopted plans and policies, including the Financial Management Goals and Policies, the Growth Management Policies, and the Downtown Space Plan;
2. Address health and safety needs, reduce City liability, or improve access to City facilities by those with disabilities (address Federal Section 504 requirements);
3. Maintain existing assets or improve the efficiency of City operations;
4. Improve revenue potential or enhance existing programs;
5. Respond to a request from a neighborhood group, citizen, government entity, or City advisory group;
6. Be funded from within current and/or projected revenue streams (including additional operating requirements).

Capital Improvement Program (CIP) Planning Process

The CIP is compiled once every two years during the summer and fall of even numbered years.



① Indicates opportunities for public input

Capital Budget Overview

The FY16 Adopted Capital Budget includes \$32.3 million for new projects. Funded projects listed in the first year of the FY16-21 Capital Improvement Program provide the basis for the FY16 Capital Budget.

Some of the larger capital projects budgeted for FY16 are:

Pavement Preservation Program – \$11 million

Improve existing streets and alleys through overlays and surface treatments and reconstruct deteriorated roadways and bike paths using 2012 Street Bond proceeds and Local Motor Vehicle Fuel Tax.

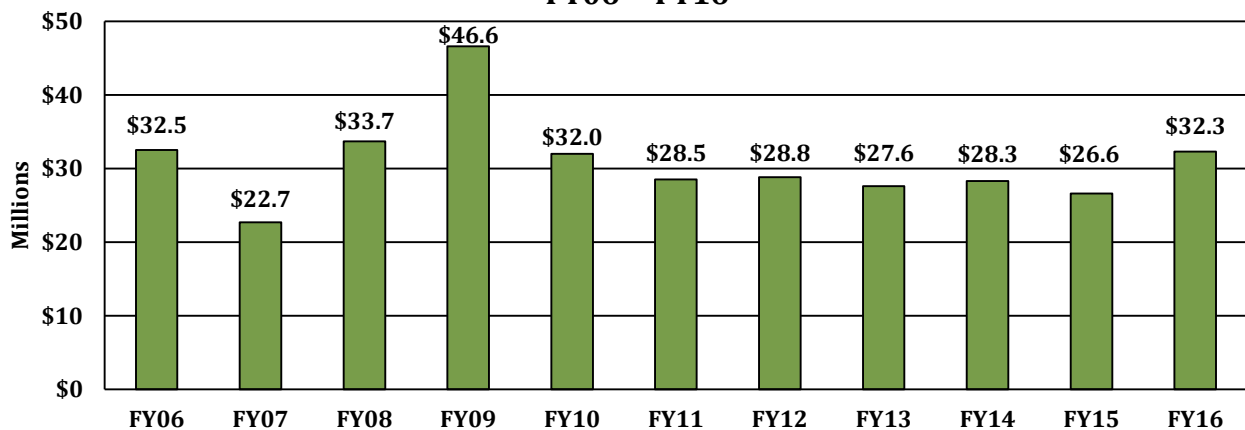
Airport Terminal Building Expansion – \$6.4 million

Expansion of the airport terminal building to accommodate increased passenger demand levels.

Wastewater System Rehabilitation – \$1.8 million

Preserve and rehabilitate wastewater system infrastructure to decrease inflow and infiltration and address increased wet weather flows.

**City of Eugene Adopted Capital Budget
All Funds, All Sources
FY06 – FY16**



Note: Figures do not include capital carryover from prior years.

Funding

The major sources of funds available for capital projects are dedicated funds. The use of dedicated funds is restricted by the limitations imposed by local, state or federal laws associated with the funding source. For the most part, these funds are accounted for in the City's special revenue, capital, or enterprise funds, such as the Transportation Capital Projects Fund, the Municipal Airport Fund, or the Systems Development Capital Projects Fund.

Projects that are not supported by dedicated revenues are financed by a transfer from the General Fund. The City may also receive direct funding for projects from other jurisdictions or through grants and donations. For major projects with city-wide benefits, the City Council may request voter approval of a property tax levy to repay General Obligation Bonds, for example the 2012 Street Bonds.

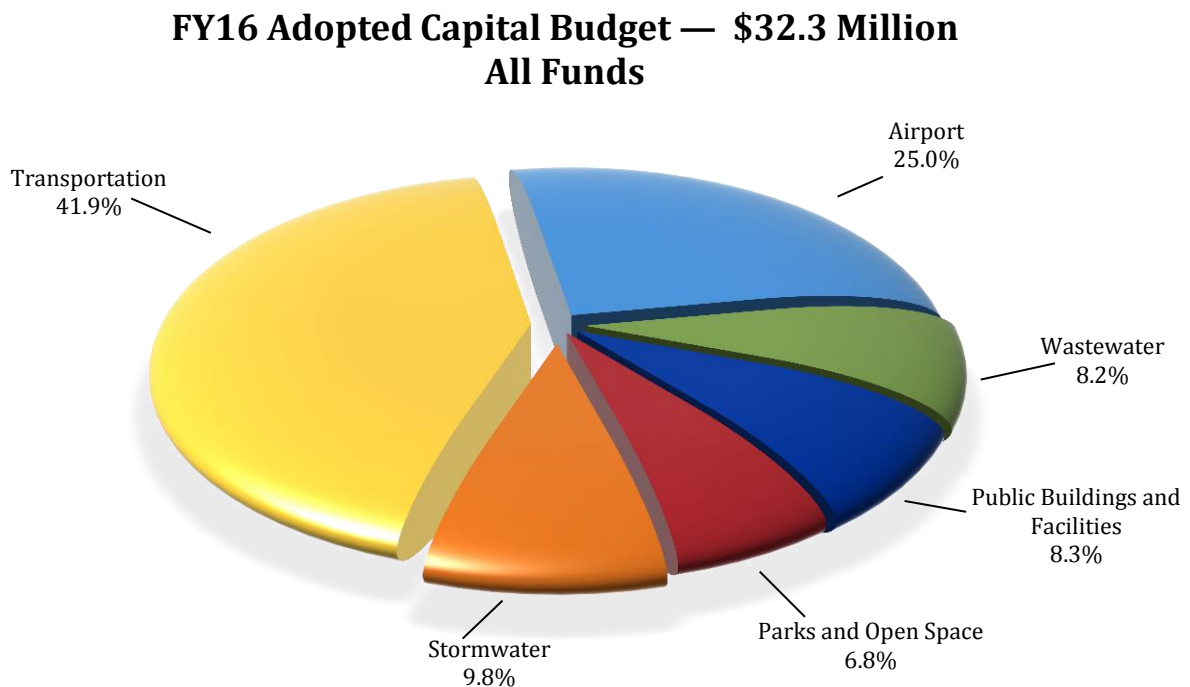
FY16 Capital Funding	
General Government	
General Fund Transfer	\$2,999,470
General Obligation Bonds	8,300,435
Other	
Donations	50,000
Fees for Services	135,000
Local Motor Vehicle Fuel Tax	2,850,000
Miscellaneous	186,731
System Development Charges (SDC)	3,367,000
Municipal Airport	
Grants	567,987
User Fees	7,487,013
Parking Services	
User Fees	50,000
Stormwater Utility	
Wetlands Mitigation Bank Credits	50,000
User Fees	2,700,000
Transportation	
Grants	1,433,645
Wastewater Utility	
User Fees	2,105,000
Total Capital Funding - All Sources	\$32,282,281

Capital Projects

Capital Projects are organized into six main project areas:

1. **Airport** – Includes the preservation, improvement, and construction of airport facilities.
2. **Parks and Open Space** – Includes the preservation, maintenance, and modification of existing parks and open space facilities to meet operational, safety, and cost-efficiency goals, and park development and acquisition necessary to address community growth.
3. **Public Buildings and Facilities** – Provides for the preservation and maintenance of such public facilities as community centers, swimming pools, fire stations, government offices, parking structures, and the public library.
4. **Stormwater** – Includes projects designed to preserve the investment in existing facilities, restore stormwater facilities to a more natural condition, improve stormwater quality, and increase the system’s capacity.
5. **Transportation** – Includes preserving and reconstructing the roadway system, improving substandard streets with City standard curbs, gutters, and sidewalks, and addressing system capacity needs.
6. **Wastewater** – Includes projects that extend service to growth areas within the urban growth boundary and provides for maintenance of the wastewater collection system.

The graph below shows the FY16 Adopted Capital Budget for new projects by project area:



Project Categories

Additionally, each capital project is assigned to a specific project subcategory:

Capacity Enhancements – Projects in this subcategory provide greater carrying capacity for existing facilities.

Functional and Safety Improvements – Projects in this subcategory preserve existing systems by improving the operation and safety of the facility.

New Capital Facilities – Projects in this subcategory are for new or replacement facilities, or projects that expand existing facilities/services and are of such a scale as to warrant being classified as standalone projects.

Preservation and Maintenance – Projects in this subcategory preserve, maintain, and repair systems associated with existing facilities. These projects allow facilities to achieve their useful lifespan and to be maintained at a level required for effective service delivery to the public.

Restoration – Projects in this subcategory are designed to meet the goals of the Comprehensive Stormwater Management Plan, which relate to multiple objectives and to re-establish natural systems where appropriate.

Site and Facility Improvements – Projects in this subcategory modify and/or add to existing facilities to meet operational, safety, and cost efficiency goals. The primary goal of this category is to address changing program functions and needs to improve service delivery.

Upgrades and Capacity Enhancements – Projects in this subcategory normally add to existing structures or facilities to increase capacity. This includes the modification, improvement, or expansion of existing facilities.

CIP to Capital Budget Process

The first year of the Adopted CIP becomes the basis for that year's capital budget. Staff analysis and review of the capital budget takes place in the Finance Division along with City departments involved in capital project activity. In the "off-year" when the CIP is not prepared, the second year of the CIP may be amended during the budget process to meet changing capital needs and/or revenue projections. The changes are incorporated in the adopted capital budget, and submitted to the Budget Committee for review and approval. Approval of the capital budget automatically revises the CIP.

The FY16 Adopted Capital Budget is based on the first year of the FY16-21 CIP as adopted by the City Council on March 9, 2015, with some changes as noted in the following chart.

CIP to Adopted Capital Budget Reconciliation

First Year of FY16-21 Adopted CIP	\$40,119,300
Proposed Changes via FY16 Capital Budget:	
Municipal Airport	(7,705,000)
Parks and Open Space	(889,259)
Public Buildings and Facilities	(354,830)
Stormwater	-
Transportation	1,112,070
Wastewater	-
	<u>(7,837,019)</u>
FY16 Adopted Capital Budget for New Projects	<u>\$32,282,281</u>

Impact of Capital Projects on Marginal Operating Costs

Generally, projects that create new capital facilities or increase capacity will have associated long-term operating, preservation, and maintenance costs.

For the City's transportation, stormwater, and wastewater systems, the marginal operating cost of system expansion can be estimated based on the current "per unit" cost of operations and maintenance of those facilities. Except for additions to the transportation and park systems, the operating costs due to system expansions are recovered primarily through the increase in user fees as system usage increases. Projected unit costs for these systems for FY16 are:

Parks and Open Space-Developed Acreage	\$12,000 per acre
Parks and Open Space-Natural Area Acreage	\$ 800 per acre
Stormwater System Operations and Maintenance	\$21,000 per mile
Transportation System Operations and Maintenance	\$20,300 per mile
Wastewater System Operations and Maintenance	\$ 9,500 per mile
Wetlands	\$ 1,400 per acre

The marginal operating cost of additions to the City's stock of public buildings depends on the specific project, as various types of facilities and different levels of usage impact maintenance and utility costs differently. For example, the monthly operating and maintenance costs including utilities of a City pool is \$2.50 per square foot, whereas the corresponding cost of the City parking structures averages \$0.11 per square foot per month. The average cost of general office buildings, which is the most useful measure for benchmarking costs, averages \$1.00 per square foot per month.

FY16 Adopted Capital Budget by Fund

The Adopted Capital Budget consists of three major components:

Proposed Capital Budget – appropriations for new capital projects as proposed by the City Manager in the Proposed Budget.

Capital Carryover – estimated balances for capital projects that were previously appropriated but not completed in the preceding fiscal year, as approved by the City Council.

Budget Committee/City Council Changes – changes to next fiscal year's capital appropriations as approved by the Budget Committee and adopted by the City Council. The Budget Committee and City Council did not make any changes to the Proposed Capital Budget in FY16.

The table below summarizes these components of the FY16 Adopted Capital Budget by fund:

Proposed Through Adopted FY16 Capital Budget

Fund Name	Fund	FY15 Budget 12/31/14	FY16 Proposed Cap. Budget	FY16 Estimated Carryover	FY16 Adopted Cap. Budget
Telecom Reg. and Licensing Fund	135	\$169,850	\$0	\$169,850	\$169,850
Comm Develop Block Grant	170	1,640,858	0	1,582,134	1,582,134
Library, Parks and Rec. Fund	180	1,224,259	50,306	1,184,136	1,234,442
General Capital Projects Fund	310	33,545,367	2,979,905	23,467,146	26,447,051
Sys. Develop. Capital Projects	330	6,755,184	3,367,000	5,294,107	8,661,107
Transportation Capital Fund	340	18,809,944	12,825,070	9,514,677	22,339,747
Special Assessment Capital	350	67,064	0	0	0
Municipal Airport Fund	510	18,209,521	8,055,000	11,838,550	19,893,550
Parking Services Fund	520	34,801	50,000	34,801	84,801
Wastewater Utility Fund	530	4,309,197	2,140,000	3,050,189	5,190,189
Stormwater Utility Fund	539	7,756,368	2,815,000	4,516,121	7,331,121
Fleet Services Fund	600	0	0	0	0
Facilities Services Fund	615	524,448	0	515,476	515,476
Total		\$93,046,861	\$32,282,281	\$61,167,187	\$93,449,468

Overview

Capital projects for the Eugene Airport are outlined in the Eugene Airport Master Plan Update and the five-year Federal Aviation Administration (FAA) Capital Improvement Plan. These documents provide for the planned development of the Airport property and facilities to accommodate future aviation demand while remaining compatible with the environment and community development. Project priorities are determined through a process based on the adopted Master Plan Update and FAA approval. The Airport Advisory Committee provides direction and citizen input for this process.

The primary construction projects in FY16 will be:

- To implement Phase II of the terminal building expansion including construction of a second baggage claim area, relocation of Airport and TSA Administration offices and expanded rental square footage.
- Rehabilitation of various ramp pavements.



Other Airport projects in the FY16 Adopted Capital Budget include the 2016 Master Plan Update and several smaller capital improvement projects.

Funding



Eugene Airport main runway overlay project was funded primarily with FAA grants

Eugene Airport's capital projects receive the majority of their funding from FAA grants and Passenger Facility Charges (PFC) and Customer Facility Charges (CFC). The FAA grants include money from both an Entitlement Fund and a Discretionary Fund. Levels of available Discretionary Funds are subject to Congressional legislation and are subject to the FAA's priority system. Access control system upgrade is an example of a capital project funded primarily with FAA grants.

Capital Budget

Project Descriptions Airport

Funding Summary

Airport Projects	Fund*	Funding Source	Amount
Improvement Projects	510	User Fees	\$250,000
Ramp Rehabilitation	510	User Fees	400,000
Terminal Building Expansion	510	Grants	505,987
		User Fees	5,899,013
2016 Master Plan Update	510	Grants	62,000
	510	User Fees	938,000
Total Airport			\$8,055,000
Funding Recap		Funding Source	Amount
		Grants	\$567,987
		User Fees	7,487,013
Total			\$8,055,000

*Please see Fund Descriptions at the end of the Capital Budget section.

CIP to Adopted Capital Budget Reconciliation

First Year of FY16-21 Adopted CIP - Airport	\$15,760,000
Proposed Changes via FY16 Capital Budget	
Taxiway Sign Replacements	(250,000)
Terminal Building: Exit Lane Monitoring	(600,000)
Terminal Building Expansion	(6,854,000)
2016 Master Plan Update	(1,000)
	<u>(7,705,000)</u>
FY16 Adopted Capital Budget - Airport	<u>\$8,055,000</u>

ADOPTED FY16 AIRPORT PROJECTS*

Site and Facility Improvements	\$7,655,000
<ul style="list-style-type: none"> Airport Improvement Projects Provide funding for small (less than \$50,000) airport improvement, preservation and maintenance projects. 	250,000
<ul style="list-style-type: none"> Airport Master Plan Update The purpose of the Airport Master Plan update is to assess the current, short, medium, and long range development needs of the Eugene Airport to meet anticipated aviation demand. Eugene Airport Master Plan provides a guide for the next 20 years that include elements for improving Airport safety, and maintaining and upgrading Airport facilities. 	1,000,000
<ul style="list-style-type: none"> Terminal Building Expansion Expansion of the southern end of the terminal to serve projected demand levels at the airport as identified in the Master Plan Update. The project includes construction of a second baggage claim area and relocation of Airport and TSA Administration offices for customer service and efficiency purposes. The timeline for this Federal Aviation Administration funded project will be determined when enplanement activity reaches the levels outlined in the Master Plan. 	6,405,000
Preservation and Maintenance	\$400,000
<ul style="list-style-type: none"> Pavement Management Plan Rehabilitate various ramps identified in the Pavement Management Plan. 	400,000
TOTAL FY16 AIRPORT PROJECTS	\$8,055,000

* Does not include Capital Carryover projects. For additional information on the individual capital projects, please see the FY16-21 Adopted CIP.

Overview

The City of Eugene owns, manages, and maintains a large network of parks, recreation facilities, and open space areas. The City's goals for the parks and open space system include providing opportunities for active and passive recreation, conserving open space and natural resources, and contributing to water quality and wildlife habitat.

As the community continues to grow, the City strives to provide new and/or expanded facilities to meet the increased demands for parks and open space, while maintaining the safety and functionality of existing infrastructure in older parts of the park and open space system. In 2006, the City Council adopted a Parks, Recreation, and Open Space Project and Priority Plan, which lists specific park development projects and identifies relative priorities among the listed projects.

While the park development capital projects included in the FY16 Adopted Capital Budget are generally consistent with the policies outlined in the Project and Priority Plan, implementation of some lower priority projects may occur before some higher priority projects are completed. In most cases, this is due to limitations of available funding for different types of projects. Projects geared toward restoration and maintenance of existing facilities do not qualify for most of the Parks and Open Space capital funding sources and therefore many of these types of needs are going unaddressed.

The ability for the City to expand the parks and open space system relies not only on capital funding, but requires adequate funding to annually operate and maintain new assets after they are developed.



Ridgeline Open Space

Annual operating and maintenance dollars ensure that the community receives the full value for how a capital asset was intended to be used, both in terms of functionality and maximizing the asset's useful life. Over the last several years, annual funding for operating and maintaining the parks and open space system has dropped, and this is listed in the City's Multi-Year Financial Plan as a significantly underfunded area.

Funding

Eugene citizens approved General Obligation bonds for the City's park system in 2006. The majority of those funds have been spent, with the remaining amount reserved primarily for land acquisition purposes. The other primary capital funding source for Parks and Open Space development projects is park system development charges (SDCs). Park SDCs paid by new residential construction are primarily meant to fund capacity enhancement projects to serve park and open space system expansion efforts and only a small percentage of SDC funds may be used for preservation and maintenance of existing park assets.

A limited amount of capital funding from the City's General Fund is also used for rehabilitation and renovation of existing assets. This funding source is important, because with the exception of a

very limited portion of Park SDC funding, the other capital funding sources are not available for rehabilitation and renovation of existing assets when age and wear necessitate major repairs. Stormwater and Wastewater capital funds are also used for park development projects on a very limited basis and only where those projects advance goals specific to the purpose of these dedicated funds. In addition, whenever possible, outside funding sources, such as grants, have been sought to augment existing City funds. Past examples include federal Forest Legacy Program funding for natural area acquisition and Recreational Trail Program funds from Oregon State Parks for trail development.

Partnerships, donations and volunteer efforts are also increasingly important for park development and renovation. The Eugene Park Stewards program, a Parks and Open Space volunteer program, is working in conjunction with community partners, park adoption groups, and the Eugene Parks Foundation to raise private dollars and to increase volunteer efforts in support of maintenance of neighborhood and community parks and natural areas.



Washington Park spray area was partially funded with private donations

Capital Budget

Project Descriptions Parks and Open Space

Funding Summary

Parks and Open Space Projects	Fund*	Funding Source	Amount
ADA Parks Improvements	330	SDCs	\$150,000
EWEB Riverfront Park Pln/Dev	330	SDCs	500,000
Parks Donation Projects	180	Donations	50,000
		Miscellaneous	306
Park Land Acquisition	330	SDCs	575,000
POS Amazon Park Playground	310	Bonds	10,435
Site Renovations and Rehabilitation	310	General Fund Transfer	327,000
	330	SDCs	450,000
	340	Fees for Services	35,000
	530	User Fees	35,000
	539	User Fees	35,000
Street Tree Stocking and Planting Program	539	User Fees	30,000
Total Parks and Open Space			\$2,197,741
Funding Recap		Funding Source	Amount
		Donations	\$50,000
		General Fund Transfer	327,000
		Miscellaneous	306
		Parks Bonds	10,435
		SDCs	1,675,000
		User Fees	135,000
			\$2,197,741

*Please see Fund Descriptions at the end of the Capital Budget section.

CIP to Adopted Capital Budget Reconciliation

First Year of FY16-21 Adopted CIP - Parks and Open Space	\$3,087,000
Proposed Changes via FY16 Capital Budget	
EWEB Riverfront Park Pln/Dev	(1,000,000)
Hays Memorial Interest Projects	306
Parks Donation Projects	(5,000)
POS Amazon Park Playground Renovation	10,435
Site Renovations and Rehabilitation*	105,000
	(889,259)
FY16 Adopted Capital Budget - Parks and Open Space	<u>\$2,197,741</u>

**In Public Buildings in the CIP

ADOPTED FY16 PARKS AND OPEN SPACE PROJECTS*

Functional and Safety Improvements	\$150,000
<ul style="list-style-type: none"> ADA Parks Improvements 150,000 <p>Make improvements to park paths, playgrounds, ramps, gates, benches, tables and other park amenities to improve accessibility and comply with Americans with Disabilities Act requirements.</p> 	
Land Acquisition	\$575,000
<ul style="list-style-type: none"> Park Land Acquisition 575,000 <p>This is an ongoing project. Funds are budgeted under this general project and are subsequently transferred to specific projects as needs are identified and developed.</p> 	
Site and Facility Improvements	\$500,000
<ul style="list-style-type: none"> EWEB Riverfront Park Planning and Development 500,000 <p>Plan, design and construct an urban riverfront park on the former EWEB site. Amenities to include a redesigned bicycle/pedestrian path, viewing areas, and natural habitat areas.</p> 	
Preservation and Maintenance	\$942,741
<ul style="list-style-type: none"> Parks Donation Projects 50,306 <p>Provide support for volunteer-supported and donation-funded projects in existing parks. Examples of projects that have been funded with donations and/or volunteer labor include the installation and preservation of memorials, plaques, benches, trees, etc., in Hayes Tree Garden, and in parks such as Owen Rose Garden and RiverPlay Discovery Village playground.</p> Site Renovations and Rehabilitation 882,000 <p>Repair or replace aging, damaged, or non-compliant park facilities and amenities throughout the park and open space system. These are typically large-scale capital projects that are beyond the scope of available annual operations and maintenance funds appropriated to Preservation and Maintenance. These projects will address a broad range of park infrastructure renovations.</p> Amazon Park 10,435 <p>Provides funding for Amazon Park playground renovation.</p> 	
Upgrades and Capacity Enhancements	\$30,000
<ul style="list-style-type: none"> Street Tree Stocking and Planting Program 30,000 <p>Provide support for planting street trees in areas needing new trees and where trees were removed due to damage or disease.</p> 	
TOTAL FY16 PARKS AND OPEN SPACE PROJECTS	\$2,197,741

* Does not include Capital Carryover projects. For additional information on the individual capital projects, please see the FY16-21 Adopted CIP.

Overview

The City maintains a wide range of public facilities, including neighborhood, community, and metropolitan park buildings, community centers, swimming pools, fire stations, government office buildings, parking structures, and the library. In all, the City maintains and preserves more than 185 buildings totaling approximately 2 million square feet in area. Public Buildings and Facilities projects are derived from several adopted plans and facility condition reports, including the following:

- 2010 Facility Condition Report
- Parks and Recreation Plan
- Public Safety Long Range Plan
- Fire and Emergency Medical Services Redeployment Plan
- Urban Renewal Plans
- Public Works Facility Master Plan Update
- HUD Consolidated Plan
- Facility Accessibility Evaluation
- Americans with Disabilities Act Transition Plan
- Parking Structure Architectural Study
- Eugene Municipal Parking Structure Condition Analysis

Inadequate funding for preservation programs in the last several decades have resulted in a backlog of rehabilitation projects, primarily related to General Fund assets and to Eugene's street systems:

- Operating budget for ongoing building maintenance funded through the Facilities Services Fund. The primary revenue source supporting these expenditures is the internal service facility rates charged to various funds for departments that occupy the buildings. The FY16 funding associated with this component is \$2,041,939.
- Capital budget for facilities preservation and maintenance, which is funded through the annual transfer from the General Fund to the General Capital Projects Fund. There are several recurring capital projects that are funded as part of the capital budget allocation, four of which are used for facility preservation:
 - **Building Service Systems** – To preserve and maintain building service systems, such as elevators, mechanical systems (plumbing, heating, cooling) and electrical systems.
 - **Health, Safety and Welfare** – To preserve and maintain health, safety and welfare of users of City facilities, including asbestos abatement, air quality and building safety systems designed to protect the public and employees.
 - **Primary Building Systems** – To preserve and maintain the exterior systems of City buildings, such as foundations, exterior enclosures and roofs.
 - **Secondary Building Systems** – To preserve and maintain the interior of the buildings, such as doors, walls, floors, ceilings, and related finishes.

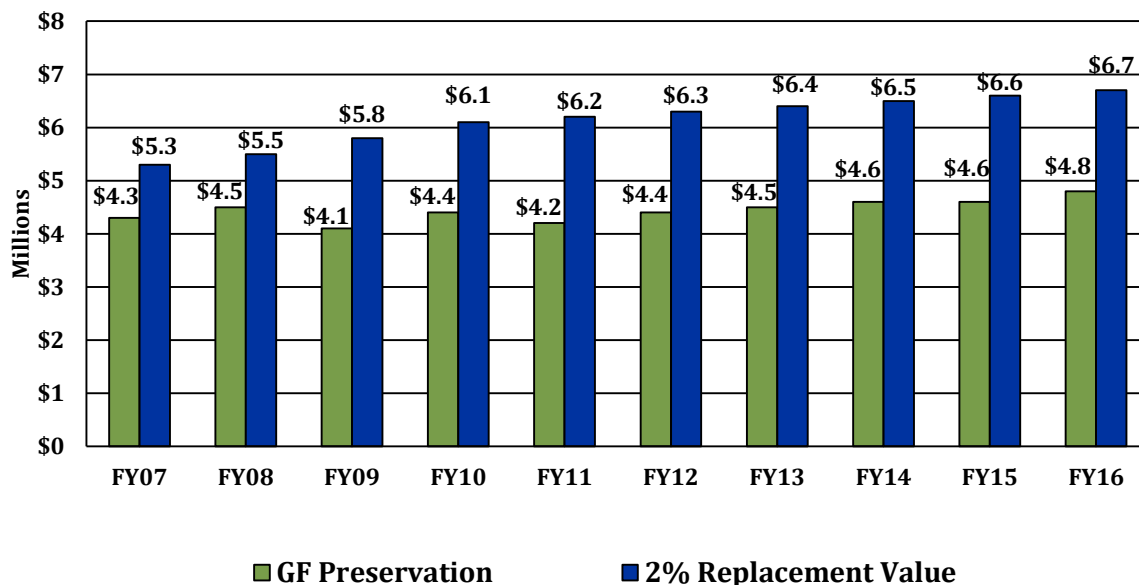
For FY16, the General Capital Projects Fund includes General Fund support of \$2,969,300. The funding built into the FY16 Adopted Budget for facility capital preservation projects is \$2,319,000. The remainder of the FY16 General Capital funding is dedicated to site/facility improvements,

park renovations and rehabilitations, and accessibility (ADA) capital improvements. If funds are available and approved by the City Council, an additional transfer of \$900,000 would be completed as part of the supplemental budget action in December 2015. Of this amount, \$100,000 is dedicated to Parks and Open Space preservation projects, and the remaining \$800,000 for Public Buildings and Facilities preservation projects.

Industry standards are to dedicate 2% to 4% of a building's replacement value on an annual basis to preservation and maintenance of public buildings, which equates to a 25 to 50 year life span. The FY16 General Fund Capital Budget funding level and the potential mid-year increase, combined with Facility Management major maintenance activities, amounts to approximately 1.4% of current General Fund building replacement value, compared to the 2% minimum industry recommended reinvestment ratio to adequately maintain facilities. Increasing the combined capital preservation and major maintenance funding to a threshold of 2% of building asset value would require a total of \$1.9 million in additional resources. At this higher level, capital preservation could begin to address the backlog of building and park amenity deficiencies.

A multi-year comparison of the General Fund contributions to the Capital Budget versus the level of funding needed to meet the target of reinvesting 2% of replacement value is shown below. As the total square footage of General Fund buildings and their replacement value has grown, the funding gap has reached \$1.9 million in FY16:

**Capital Preservation Funding Gap
FY07-FY16**



The major factors affecting facility maintenance and preservation are the increased square footage of City facilities and the age of the remaining facilities. The demolition of City Hall in FY15 has temporarily reduced the total square footage of General Fund building assets. However, in the past fifteen years, the fire complex, four fire stations, the 911 Center, the Downtown Library, Police Department headquarters, the Police Services Building (housing the property control and forensics functions), the Eugene Depot, and a number of park restrooms and utility buildings have been added to the General Fund building inventory. These projects have increased the City's building inventory by 292,000 square feet, resulting in a 43% net increase in the total square footage of General Fund building assets. This large increase in building area, although with relatively energy efficient and low maintenance facilities, increases the overall costs of building operation and maintenance.



Eugene Police Department Headquarters

Even with the addition of newer buildings, a large component of the General Fund facility inventory is significantly older. The average age of General Fund buildings is about 31 years, while almost 30% of the square footage of General Fund buildings is 40 years old or older. This aging component of the City's building inventory requires increasingly costly building maintenance and preservation. In the near future, these assets will require funding for renovation that is beyond the level supported by the ongoing capital preservation program.

Funding

The General Fund is the primary source of funding for Public Buildings and Facilities projects. Public building projects at the Eugene Airport are included in the Airport section of the budget. Community Development Block Grant (CDBG) funds are the primary funding source for the housing site acquisition projects.

Projects associated with the wastewater treatment plant are part of the Metropolitan Wastewater Management Commission capital program and are not included in the City of Eugene FY16 Adopted Capital Budget.

Capital Budget

Project Descriptions Public Buildings and Facilities

Funding Summary

Public Buildings and Facilities Projects	Fund*	Funding Source	Amount
ADA Renovations	310	General Fund Transfer	\$85,300
Building Service Systems	310	General Fund Transfer	681,000
General Site and Facilities Improvements	310	General Fund Transfer	238,000
Health, Safety and Welfare	310	General Fund Transfer	463,000
Housing Development Acquisition	310	General Fund Transfer	170
Parking Structures Upgrades and Repairs	520	User Fees	50,000
Primary Building Systems	310	General Fund Transfer	946,000
Secondary Building Systems	310	General Fund Transfer	229,000
Total Public Buildings and Facilities			\$2,692,470
Funding Recap		Funding	Amount
		General Fund Transfer	\$2,642,470
		Parking User Fees	50,000
			\$2,692,470

*Please see Fund Descriptions at the end of the Capital Budget section.

CIP to Adopted Capital Budget Reconciliation

First Year of FY16-FY21 Adopted CIP - Public Buildings and Facilities \$3,047,300

Changes via FY16 Capital Budget:

ADA Renovations	(44,000)
Building Service Systems	(72,000)
General Site and Facility Improvements	(25,000)
Health, Safety and Welfare	(56,000)
Housing Development Acquisitions	170
Parking Structures Upgrades and Repairs	50,000
Primary Building Systems	(94,000)
Secondary Building Systems	(9,000)
Site Renovations and Rehabilitation	(105,000)
	<u>(354,830)</u>

FY16 Adopted Capital Budget – Public Buildings and Facilities **\$2,692,470**

ADOPTED FY16 PUBLIC BUILDINGS AND FACILITIES PROJECTS*

New Capital Facilities		\$170
<ul style="list-style-type: none"> Housing Development Acquisition <p>Ongoing program of acquiring land parcels for future development of affordable housing for low-income households. Individual sites are later awarded to projects through an RFP process. Examples of projects developed on former City landbank sites include West Town on 8th Avenue (Metro), Turtle Creek Apartments (HACSA) and Stellar Apartments (SVdP). Funding for landbank acquisition comes primarily from the federal Community Development Block Grant (CDBG).</p> 		170
Preservation and Maintenance		\$2,369,000
<ul style="list-style-type: none"> Building Service Systems <p>Preserve and maintain building service systems, including elevators, mechanical systems (plumbing, heating, cooling) needed to maintain reasonable service levels. Program includes electrical systems necessary for lighting, equipment and computers. This program area is receiving increasing emphasis as it becomes more cost effective to replace systems rather than continue repairs due to the aging of mechanical systems in City buildings.</p> 		681,000
<ul style="list-style-type: none"> Health, Safety and Welfare <p>Preserve and maintain the health, safety and welfare of users of City facilities, including asbestos abatement, air quality and building safety programs designed to protect the public and employees. Typical projects within these program areas include hazardous materials abatement, building seismic modifications, building security improvement and building safety hazard mitigation.</p> 		463,000
<ul style="list-style-type: none"> Parking Structures Upgrades and Rehabilitation <p>Funding to address capital preservation needs for City-owned parking garages and surface lots.</p> 		50,000
<ul style="list-style-type: none"> Primary Building Systems <p>Preserve and maintain the exterior systems of City buildings, such as foundations, sub/superstructures, floors, exterior enclosures and roofs. The scale of these systems can involve major rehabilitation of facilities. A historic preservation and maintenance program was initiated in 2000 to address the City's growing inventory of historic buildings.</p> 		946,000
<ul style="list-style-type: none"> Secondary Building Systems <p>Preserve and maintain interior building features, such as doors, walls, floors, ceilings and all related finishes. These elements can be combined into a major interior rehabilitation project in some cases.</p> 		229,000

Site and Facility Improvements		\$323,300
<ul style="list-style-type: none"> ADA Renovations <p>Improve and maintain access to City buildings and park facilities for people with disabilities. Addresses federal regulations, the Uniform Building Code and City-wide Facilities Accessibility Study. Examples include implementation of ADA requirements at City facilities.</p> 		85,300
<ul style="list-style-type: none"> General Site and Facilities Improvements <p>Modify and/or add to existing facilities to meet operational, safety and cost-efficiency goals. Primary goal is to address changing program functions/needs and/or to improve service delivery. This project does not include land or property acquisition or construction of new facilities.</p> 		238,000
TOTAL FY16 PUBLIC BUILDING AND FACILITIES PROJECTS		\$2,692,470

* Does not include Capital Carryover projects. For additional information on the individual capital projects please see the FY16-21 Adopted CIP.

Overview

The City's stormwater capital program reflects the goals of the Comprehensive Stormwater Management Plan (CSWMP) and the City's compliance with the National Pollutant Discharge Elimination System stormwater permit.

The goals of the stormwater capital improvements include the following:

1. Protect the community from excessive flood damage.
2. Meet the requirements of the Clean Water Act for managing non-point source water pollution.
3. Incorporate the multiple objectives outlined in the CSWMP into capital projects: flood protection, water quality protection and enhancement, and related natural resource protection.
4. Integrate stream corridors into the City's green infrastructure system through a combination of acquisition, restoration and rehabilitation.
5. Participate in the ongoing management and implementation of the West Eugene Wetlands Plan and associated wetland bank program.
6. Preserve the effectiveness of the stormwater system through an ongoing operations and maintenance program.

Funding

Stormwater preservation and maintenance projects include system rehabilitation and improvements, wetland restoration and stream corridor acquisitions. Projects are funded primarily through stormwater user fees and systems development charges (SDCs).



Ferndale Park Swale is an example of stormwater retention and filtration system

Wetland restoration projects are designed to meet multiple objectives included in the CSWMP and to reestablish natural systems where appropriate. The primary revenue source for restoration is the Wetlands Mitigation Bank. The City, under an interagency agreement with the Federal Bureau of Land Management, the Army Corps of Engineers, and the Oregon Division of State Lands, manages the Bank to restore, construct and maintain wetlands to replace those wetlands permitted to be developed in accordance with the West Eugene Wetlands Plan. As part of the development process, private developers have the option to purchase replacement wetlands through the Bank.

Capital Budget

Project Descriptions Stormwater

Funding Summary

Stormwater Projects	Fund*	Funding Source	Amount
Amazon Creek: 24th Avenue to Fairgrounds	539	User Fees	\$300,000
Drywell Elimination Program	539	User Fees	500,000
Stormwater System Rehabilitation	330	SDCs	200,000
	539	User Fees	900,000
Stream Corridor Acquisition	539	User Fees	150,000
Stream Restoration and Stabilization	330	SDCs	200,000
	539	User Fees	150,000
Street and Alley Preservation	539	User Fees	500,000
Water Quality Facilities	539	User Fees	200,000
Wetland Mitigation Bank Projects	539	Mitigation Credits	50,000
Total Stormwater			\$3,150,000
Funding Recap		Funding Source	Amount
		Mitigation Credits	\$50,000
		SDCs	400,000
		Stormwater User Fees	2,700,000
			\$3,150,000

*Please see Fund Descriptions at the end of the Capital Budget section.

CIP to Adopted Capital Budget Reconciliation

First Year of FY16-21 Adopted CIP - Stormwater	\$3,150,000
No Proposed Changes via FY16 Capital Budget	
	0
FY16 Adopted Capital Budget - Stormwater	<u>\$3,150,000</u>

ADOPTED FY16 STORMWATER PROJECTS*

New Capital Facilities	\$150,000
<ul style="list-style-type: none"> • Stream Corridor Acquisition Acquire fee title or easements along waterways for waterway protection or restoration. 	150,000
Preservation and Maintenance	\$2,950,000
<ul style="list-style-type: none"> • Amazon Creek: 24th Avenue to Fairgrounds This reach of the Amazon Creek is lined with concrete and the infrastructure is now showing signs of fatigue and stress due to old age. This project will identify opportunities to improve capacity, water quality, natural resources, neighborhood livability and private property. From this analysis, a plan of action will be implemented through the CIP to provide improvements and restoration to the Amazon Creek. 	300,000
<ul style="list-style-type: none"> • Drywell Elimination Program Remove or retrofit drywells using either piped systems or infiltration systems such as rain gardens. Many of these drywells are located in the River Road and Santa Clara basins. 	500,000
<ul style="list-style-type: none"> • Stormwater System Rehabilitation Rehabilitate, reconstruct and install stormwater system where needed due to various problems, such as deterioration due to age, poor materials, localized flooding, and/or systems limitations. Where feasible, natural systems are used to address existing problems in conformance with Comprehensive Stormwater Management Plan. 	1,100,000
<ul style="list-style-type: none"> • Stream Restoration and Stabilization Implement streambank stabilization projects to help streams adjust to increased runoff volumes while limiting negative impacts associated with downcutting, sedimentation, and erosion. Where appropriate, use bioengineering techniques to stabilize streambanks and improve habitat and water quality functions. 	350,000
<ul style="list-style-type: none"> • Street and Alley Preservation Rehabilitates or upgrades stormwater system on pavement preservation or bond projects. 	500,000
<ul style="list-style-type: none"> • Water Quality Facilities Improve water quality in developed, high pollutant source areas by installing structural water quality facilities to address pollutants of concern. 	200,000

Capital Budget

Project Descriptions Stormwater

Restoration	\$50,000
<ul style="list-style-type: none">• Wetland Mitigation Bank Projects	50,000
Enhance and restore wetlands in West Eugene on various sites. Mitigation work in advance of development will result in certified credits to be sold to developers.	
TOTAL FY16 STORMWATER PROJECTS	\$3,150,000

* Does not include Capital Carryover projects. For additional information on the individual capital projects please see the FY16-21 Adopted CIP.

Overview

The majority of projects in the Transportation section are derived from the Eugene Transportation System Plan adopted in 2013, and the Regional Transportation Plan, updated in 2011. Other transportation-related plans and policies include:

- Americans with Disabilities Transition Plan;
- Arterial-Collector Street Plan;
- Community Climate and Energy Action Plan;
- Envision Eugene;
- Master Traffic Communications Plan;
- Neighborhood and local area refinement plans;
- Pavement Management Program;
- Pedestrian and Bicycle Master Plan.

Transportation projects are generally described as preservation, functional and safety improvements, upgrades, capacity enhancement, and new capital facilities. Preservation projects typically include overlays and reconstruction of existing streets and alleys. Functional and safety improvement projects include neighborhood transportation livability, accessible pedestrian signals, sidewalk access improvements, pedestrian crossings, and intersection improvements.



Jefferson Street paving project

Upgrades typically involve improving bike paths and substandard arterial or collector streets to City standards. Capacity enhancements provide greater carrying capacity for motorists, bus transit, bicycles, and/or pedestrians. Upgrades and capacity enhancements are funded from a combination of assessments (used where the improvements benefit specific property owners) and the improvement component of transportation system development charges.

During the 2015 construction season, the Public Works Department will oversee major overlays or reconstruction of the following City streets:

- 15th Ave. and 17th Ave. (Fairmount - Agate)
- 18th Ave. (Bertelsen - Josh)
- 19th Ave. and 22nd Ave. (Fillmore - Chambers)
- 22nd Ave. (Friendly - Polk)
- 25th Ave. (Hawkins - Brittany)
- 39th Ave. (Willamette - 100' east of Densmore)
- 40th Ave. (Hilyard - Donald)
- Avalon St. (Echo Hollow - Juhl)
- Brae Burn St. (39th - Willamette)

- Cascade Dr. (Avalon - Juhl)
- City View St. (28th - 29th)
- Division Ave. (River Rd - Beltline)
- Donald St. (32nd - 40th)
- Elizabeth St. (Knoop - Royal)
- Fillmore St. (19th - 24th)
- Friendly St. (24th - 28th)
- Garden Way (Harlow - 110' south of Sisters Ave)
- Juhl St. (NS Addr 1424 - south end)
- Knoop Ave. (Echo Hollow - Elizabeth)
- Mahlon Ave. (Garden Way - Honeysuckle)
- Timberline Dr. (Warren - Wintercreek)
- Valley River Way (Valley River Dr - south side of cul-de-sac)
- Willakenzie Rd. (Coburg - Bogart)
- Willamette St. (23rd Ave. to 29th Ave.)

Funding

The City of Eugene transportation system is a public asset with an estimated replacement value of \$500 million. Adequate maintenance of this asset requires continuing investment in pavement preservation along with capacity enhancements to match population growth. Over time, street repair funding levels have failed to keep pace with rehabilitation needs. In 2003, the City established a local gas tax at \$0.05 per gallon to help fund the Pavement Preservation Program. The motor vehicle fuel tax is projected to provide about \$3 million annually for pavement preservation. These funds may only be used to preserve current assets and cannot be used to expand transportation system capacity. Despite the 2003 motor fuel tax, the backlog of needed preservation and reconstruction projects is estimated to necessitate \$18 million annually to fully fund and stabilize the transportation system.

In November 2012, Eugene voters approved a five-year General Obligation Bond measure to continue repairing the backlog of streets with maintenance needs. The \$43 million five-year plan will be used to repave approximately 74 lane miles of streets and help fund pedestrian and bicycle projects. The bond measure provides additional funds through FY19, but beginning in FY20 annual pavement preservation spending will drop from an average of \$11.3 million to \$3.1 million. Construction of bond financed projects began in the summer of 2014, and the first year of the tax levy occurred in FY15.

The proceeds of the 2012 bond measure in addition to the local motor vehicle fuel tax and the reimbursement component of the transportation system development charges represent a significant investment in the preservation of the City's transportation infrastructure. However, there is still a substantial pavement preservation backlog and the City has yet to establish a locally controlled, sustainable funding source for street maintenance and preservation. The pavement preservation backlog on asphalt streets was estimated to be \$84 million at the end of 2014.

The FY16 Adopted Capital Budget provides \$13.4 million for transportation projects.

Capital Budget

Project Descriptions Transportation

Funding Summary

Transportation Projects	Fund*	Funding Source	Amount
Amazon Active Trans Corridor	330	SDCs	\$23,000
	340	Grants	224,000
Fern Ridge Path Commerce Connect Bridge	340	Grants	925,645
Jessen Path: Beltline – Terry	330	SDCs	19,000
	340	Grants	180,000
Neighborhood Transportation Livability	340	General Fund Transfer	30,000
Northeast Livable Streets	330	SDCs	11,000
	340	Grants	104,000
Pavement Preservation Program	330	SDCs	300,000
	340	Local Motor Vehicle Fuel Tax	2,850,000
	340	Street Bonds	8,290,000
S Willamette St Improvement	340	Miscellaneous	186,425
Services for New Development – Transportation	330	SDCs	39,000
Traffic Operations Improvement Program	330	SDCs	100,000
Traffic Signal Improvements and Upgrades	330	SDCs	150,000
Total Transportation			\$13,432,070
Funding Recap		Funding Source	Amount
		General Fund Transfer	\$30,000
		Grants	1,433,645
		Local Motor Vehicle Fuel Tax	2,850,000
		Miscellaneous	186,425
		SDCs	642,000
		Street Bonds	8,290,000
			\$13,432,070

*Please see Fund Descriptions at the end of the Capital Budget section.

CIP to Adopted Capital Budget Reconciliation

First Year of FY16-21 Adopted CIP - Transportation	\$12,320,000
Proposed Changes via FY16 Capital Budget	
Fern Ridge Path Commerce Connect Bridge	925,645
S Willamette St Improvement	186,425
	<u>\$1,112,070</u>
FY16 Adopted Capital Budget - Transportation	<u>\$13,432,070</u>

ADOPTED FY16 TRANSPORTATION PROJECTS*

Functional and Safety Improvements		\$280,000
<ul style="list-style-type: none"> Neighborhood Transportation Livability Neighborhood transportation projects on local streets including traffic calming projects: speed humps, diverters, chokers, circles, street lights; bike and pedestrian improvements; transit facilities; and other street enhancements. Program addresses neighborhood livability issues which are prioritized with the assistance of neighborhood organizations. 		30,000
<ul style="list-style-type: none"> Traffic Operations Improvement Program Safety and transportation system management improvements include adding turn lanes and bicycle lanes, median islands, safety devices, and other restriping and channelization modifications. 		100,000
<ul style="list-style-type: none"> Traffic Signal Improvements and Upgrades Install new traffic signals and upgrade the traffic signal system to improve responsiveness, reduce delay, improve air quality, and facilitate multi-modal traffic flow. Locations for installing new traffic signals are based on a priority rating system that considers traffic volumes, delays, accidents, standard signal warrants and other traffic and development-dependent factors. 		150,000
Preservation and Maintenance		\$11,440,000
<ul style="list-style-type: none"> Pavement Preservation Program Preserve existing improved streets and alleys city-wide, through overlays and surface treatments. This program also includes reconstruction projects for roadways deteriorated to a point where investment in capital preservation and preventative maintenance are not cost-effective. 		3,150,000
<ul style="list-style-type: none"> Pavement Preservation Program – Street Bonds Street and bike path rehabilitation projects funded through the General Obligation Bonds approved by voters in 2012. 		8,290,000
Upgrades and Capacity Enhancements		\$1,712,070
<ul style="list-style-type: none"> Amazon Active Trans Corridor This project is to implement walking, running, and bicycling improvements to East/West Amazon Drives and to extend Amazon Path south to Tugman Park. The project will entail sidewalk widening, pedestrian bridges, intersection improvement, a two-way separated bicycle facility and running trail improvements. 		247,000
<ul style="list-style-type: none"> Fern Ridge Path Commerce Connect Bridge Lane Transit District Intergovernmental Agreement is a Connect Oregon V grant to design, permit, and construct a bicycle/pedestrian bridge and connecting path between Commerce Street and the Fern Ridge Path. Improvements include walkway enhancements, landscaping, security and lighting. 		925,645

- Jessen Path: Beltline – Terry**

Construct a shared use path in west Eugene connecting the Beltline Road path to Terry Street. The proposed path is approximately 5,900' long, and includes a 12' wide wearing surface with 2' wide shoulders and pedestrian scale lighting.

199,000
- Northeast Livable Streets**

Formalize the bicycle boulevard network in three neighborhoods (Cal Young, Northeast, Harlow). Projects include wayfinding signs, shared lane markings, traffic calming, diversion, and enhanced pedestrian crossings.

115,000
- Services for New Development**

Unspecified petitioned infrastructure improvements to support new development and response to infrastructure needs in developing areas. Also, the local funding match for bicycle and pedestrian improvements funded through state and federal grant projects.

39,000
- South Willamette St. Improvements**

The Eugene City Council took action on May 27, 2014 to accept the South Willamette Street Improvement Plan and directed staff to implement a test of street design Alternative #3 (three lanes with bike lanes). The pilot project will include construction of a new, permanent traffic signal at the Woodfield Station driveway, restriping of the street to three lanes with bike lanes between 24th and 29th avenues with an additional southbound (for a total of two) approaching the new traffic signal and 29th Avenue. In addition, a portion of Willamette Street north of 24th Avenue also needs to be widened to accommodate a bike lane.

186,425

TOTAL FY16 TRANSPORTATION PROJECTS	\$13,432,070
---	---------------------

* Does not include Capital Carryover projects. For additional information on the individual capital projects please see the FY16-21 Adopted CIP.

Overview

The City's wastewater collection system collects and transmits wastewater from Eugene to the regional water pollution control facility, which is owned and operated by the Metropolitan Wastewater Management Commission (MWMC). Projects associated with the regional water pollution control facility and other regional facilities are separately managed and funded by the MWMC Capital Program.

The majority of projects in the Wastewater section of the capital budget are derived from the Urban Sanitary Sewer Master Plan and the Wet Weather Flow Management Plan. Both plans include recommendations for the rehabilitation of existing systems and management of inflow and infiltration (I&I program) entering the wastewater collection system. During periods of wet weather, excessive amounts of groundwater and/or rainwater enter the system due to the deterioration of the collection system (open joints, cracks, etc.). When this occurs, it reduces the carrying capacity of the collection system and results in increased inflow that must be treated at the wastewater treatment plant. The I&I program was designed to reduce the amount of groundwater and/or rainwater flow entering the system.



Wastewater rehabilitation project

Funding

The Wastewater Capital Program is supported by local wastewater user fees, wastewater Systems Development Charges (SDCs), and assessments to property owners. Expansion of the wastewater collection system is financed primarily by assessments and SDCs on new development.

Funding Summary

Wastewater Projects	Fund*	Funding Source	Amount
Community Sewers Rehabilitation	530	Wastewater User Fees	\$255,000
Pump Station Rehabilitation	530	Wastewater User Fees	450,000
Street and Alley Preservation	530	Wastewater User Fees	100,000
Services for New Development	330	SDCs	200,000
Wastewater System Rehabilitation	330	SDCs	450,000
	530	Wastewater User Fees	1,300,000
Total Wastewater			\$2,755,000
Funding Recap		Funding Source	Amount
		SDCs	\$650,000
		Wastewater User Fees	2,105,000
			\$2,755,000

*Please see Fund Descriptions at the end of the Capital Budget section.

Capital Budget

Project Descriptions Wastewater

CIP to Adopted Capital Budget Reconciliation

First Year of FY16-21 Adopted CIP - Wastewater	\$2,755,000
No Proposed Changes via FY16 Capital Budget	0
FY16 Adopted Capital Budget – Wastewater	\$2,755,000

ADOPTED FY16 WASTEWATER PROJECTS*

New Capital Facilities	\$200,000
<ul style="list-style-type: none">Wastewater Services for New Development Address City's share of miscellaneous wastewater system projects petitioned for by benefiting property owners. Funding allows the City to respond to requested projects in a timely manner.	200,000
Preservation and Maintenance	\$2,555,000
<ul style="list-style-type: none">Community Sewers Rehabilitation Address the portion of the wastewater system that involves long private laterals in the public right-of-way, or laterals crossing multiple properties to get to the public system. Projects extend public sewer to individual lots. Work will be done in conjunction with the Wastewater System Rehabilitation projects, in coordination with the Pavement Preservation Program, or independently as problems arise.Pump Station Rehabilitation Provide service to aging pump stations in the local system to maximize efficient operation and minimize costs and operational problems.Wastewater System Rehabilitation Preserve and rehabilitate an aging wastewater system; decrease inflow and infiltration and address increased wet weather flows.Street and Alley Preservation Rehabilitates or upgrades wastewater system on pavement preservation or street bond projects.	255,000 450,000 1,750,000 100,000
TOTAL FY16 WASTEWATER PROJECTS	\$2,755,000

* Does not include Capital Carryover projects. For additional information on the individual capital projects please see the FY16-21 Adopted CIP.

Fund 135 Telecommunications Registration and Licensing Fund

Funding: Business privilege tax and registration fees.

Purpose: The purpose of the Telecommunications Registration and Licensing Fund is to account for registration fees and business privilege taxes collected from providers of telecommunication services in Eugene. Resources are used for program administration and telecom projects that benefit the community.

Fund 170 Community Development Fund

Funding: Federal grants received under the provisions of Title I of the Community Development Act of 1974 and Title II of the Cranston-Gonzalez National Affordable Housing Act.

Purpose: Federal CDBG and HOME grants fund program activities for the benefit of low income individuals. This fund also accounts for General Fund low-income housing development and the historic preservation and downtown revitalization loan programs administered by the Community Development Division.

Fund 180 Library, Parks and Recreation Special Revenue Fund

Funding: Contributions from private donors, grants, and revenue for reimbursable services.

Purpose: The resources of this fund may be used in combination with other park related capital funds (e.g. General Fund, Parks System Development Charges, and/or Parks and Open Space Bond funds), as appropriate to fund parks capital projects.

Fund 310 General Capital Projects Fund

Funding: Transfer from the General Fund (property taxes and other City general revenue sources), 2006 Parks, Recreation and Open Space Bonds.

Purpose: General Capital Project Funds are used for any specific project, service or program not supported by dedicated or other funding.

Fund 330 Systems Development Capital Projects Fund

Funding: Systems development charges for transportation, stormwater, wastewater, and parks.

Purpose: Capital projects using these funds include improvements to streets, wastewater lines and pump stations, stormwater systems, and parks, as well as the construction of off-street bike paths. Financing is provided by a systems development charge levied against developing properties. Expenditures of improvement fee SDCs are restricted by state law to capacity-enhancing projects for the following systems: transportation, wastewater, stormwater, and parks facilities. The reimbursement portion of SDCs may be used for capital projects related to the system for which the fee was collected, including rehabilitation of existing systems. Eugene currently has a reimbursement fee for transportation, wastewater, and stormwater systems.

Fund 340 Transportation Capital Projects Fund

Funding: Grants, intergovernmental agreements, Local Motor Vehicle Fuel Tax, and 2012 General Obligation Street Bonds.

Purpose: The City's Transportation Capital Projects Fund accounts for revenues received from multiple sources. These capital funds are used for transportation related purposes, such as preservation and maintenance of existing transportation capital assets or new capital facility construction.

Fund 350 Special Assessments Capital Projects Fund

Funding: Benefiting property owner payments.

Purpose: Assessment projects are typically street, sidewalk, and wastewater or stormwater improvements initiated by property owners or City Council action. The City issues short-term debt to fund construction costs. After the construction, the short-term debt is paid from the proceeds of assessment bonds. The debt service on assessment bonds is, in turn, paid through assessments that are levied on the property receiving benefits from the project improvements.

Fund 510 Municipal Airport Fund

Funding: Airport parking fees, landing fees, terminal rents, fees from other operations, special federal funding, and Passenger Facility Charges.

Purpose: Projects include capital improvements to the Eugene Airport terminal, runways, taxiways, and other airport buildings and surrounding areas.

Fund 520 Parking Services Fund

Funding: Parking fees, fines, and rent.

Purpose: Funds are used for the upgrade and rehabilitation of the parking structures, downtown surface lot parking and on-street parking. These facilities operate as self-supporting enterprise funds with established reserves set aside for major rehabilitation and maintenance. Projects include improvements required by the Americans with Disabilities Act (ADA), meter security and lock upgrades, and upgrading of energy-efficient lighting.

Fund 530 Wastewater Utility Fund

Funding: Wastewater user fees and charges.

Purpose: Projects are wastewater improvements in developed areas and the construction of major trunk sewers. Capital projects budgeted in the Wastewater Fund are funded by user fees. User fees are established annually to cover both operating and capital budgets.

Fund 539 Stormwater Utility Fund

Funding: Stormwater user fees and charges.

Purpose: Projects are stormwater improvements in developed areas and the construction of storm drainage systems. Capital projects budgeted in the Stormwater Fund are funded by user fees. User fees are established annually to cover both operating and capital budgets.

Wetlands Mitigation Bank Subfund

Funding: Revenues from the sale of mitigation credits to public and private developers.

Purpose: The Wetlands Mitigation Bank Subfund rolls up to the Stormwater Fund. As part of the development permitting process, the Army Corps of Engineers or the Division of State Lands requires developers to replace wetlands that cannot be protected or mitigated on-site. The City constructs and maintains the “mitigation” wetlands, in cooperation with the Bureau of Land Management under the approval of the Army Corps of Engineers and the Division of State Lands. The mitigation bank provides a mechanism to protect and manage the City’s largest open space system.

Fund 615 Facilities Services Fund

Atrium Subfund

Funding: Both private and public tenants pay into the Atrium Subfund to cover the cost of annual operations, maintenance, long-term capital improvements, and debt service.

Purpose: The Atrium Subfund rolls up to the Facilities Services Fund. The Atrium property is located on the corner of 10th Avenue and Olive Street. The facility has approximately 47,700 leasable square feet, and houses the City’s Planning Development Department, including the Permit Information Center, other City staff, and several private tenants.

OTHER AGENCY FUNDING SOURCES

Federal Funds

Funding: Federal transportation funds authorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21), (P.L. 112-141) or an extension thereof, and administered by the Federal Highway Administration and Federal Surface Transportation Program – Urban funds.

Purpose: Projects using these funds must meet the federally established criteria in the transportation bill. These projects include improvements to the street system to address all modes of transportation and certain off-street improvements such as bike paths.

Federal Aviation Administration Grants (FAA)

Funding: Federal Aviation Administration grants.

Purpose: Projects using these funds include capital improvements to the Eugene Airport terminal, runways, taxiways, and other airport-related facilities. These grants typically require a matching of airport funds.

State of Oregon

Funding: Oregon Department of Transportation (ODOT) funds and other state agencies.

Purpose: Funding provided by the State of Oregon through the Oregon Transportation Investment Act revenues or grants for state transportation projects, stormwater and wetland projects.

This page intentionally left blank